

Executive Summary: Results of 2014 North Minneapolis Greenway Outreach

Background

Since 2012, the City of Minneapolis has been exploring the idea of converting a low-traffic street in north Minneapolis into a greenway, or a park-like space for bicycles and pedestrians. The idea for a greenway came from a community organization called Twin Cities Greenways (TCG). Using community input, the City has developed a proposed route for the greenway, including proposed greenway types along the route. The proposed route runs north-south primarily along Irving and Humboldt Avenues North, starting at the Shingle Creek Trail on the north end and ending just north of Plymouth Avenue North. Most of the route is proposed to be a full “linear park” greenway with no motorized traffic or a “half and half” greenway with both a trail and car traffic. In 2012 and 2013, the City of Minneapolis, with funding from the Minnesota Department of Health, gathered further input and developed a proposed greenway route. In 2013, the City, along with the Alliance for Metropolitan Stability, received funding from the Center for Prevention at Blue Cross and Blue Shield of Minnesota to continue to explore the greenway concept and to conduct further engagement to reach a more diverse group of residents. This report summarizes the results of the engagement conducted in 2014.

Rendering of a Full Greenway



2014 Outreach Process

The 2014 outreach process was co-facilitated by the Minneapolis Health Department (MHD) and the Alliance for Metropolitan Stability (AMS), and overseen by the North Minneapolis Greenway Outreach Steering Committee. Based on input from the steering committee, AMS put out an application for funding for community organizations to conduct outreach activities. A community-based selection committee reviewed the applications, and groups were selected for funding based on the recommendations of the community members who sat on the committee. Funded groups conducted outreach mainly between April and June 2014, including holding meetings, holding events, and door knocking. All outreach partners collected feedback by asking residents to complete a survey. The survey was also promoted through social media and traditional media, which directed people to complete an online survey. Survey questions asked respondents to share their support or opposition to the greenway, changes they would like to see, and their ideas for the greenway. At the same time that the outreach was happening, the City hired SRF Consulting, Inc. to conduct a feasibility study and convened a Technical Advisory Committee to oversee this work.

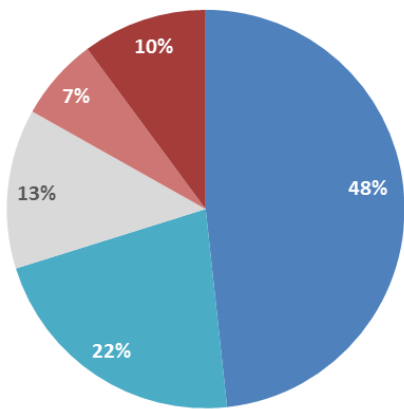


Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota

Results

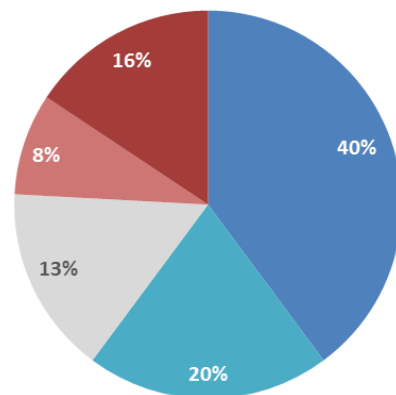
A total of 2,040 surveys were completed. Seventy percent (70%) of respondents reported being north Minneapolis residents, and 276 survey respondents (or 15%) reported living or owning property directly on the proposed greenway route. About 55% of north Minneapolis residents and 51% of people living directly on the proposed route reported being people of color. Overall, there was support for the greenway proposal, including among those who live on the route. Among all respondents, 76% support the greenway idea and 13% oppose it. Seventy percent (70%) north Minneapolis residents who responded to the survey support the greenway idea and 17% oppose it; 60% of those who reported living directly on the route support the idea, while 25% oppose it. Respondents saw potential benefits of a greenway, such as creating new green space, providing safety from traffic, and creating economic development and a draw to north Minneapolis. Respondents also shared concerns about the proposal, including safety and crime, parking and traffic impacts, access for elderly and people with disabilities, and cost. Respondents also shared ideas for making a greenway feel like a safe space and for amenities they would like to see along a greenway. Respondents also indicated that they would like to see the plans include better connections at the southern part of the route.

**Support and Opposition:
North Minneapolis Residents**



■ Strongly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose

**Support and Opposition:
People Living on the Greenway Route**



■ Strongly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose

Conclusion and Next Steps

Overall, the survey data collected in 2014 shows significant interest and support for a greenway among north Minneapolis residents. Residents also expressed concerns and questions that need further exploration, including questions about cost, impact to property values, and parking considerations. The outreach completed in 2014 was much more inclusive than previous efforts due to the work completed by the community organizations that conducted outreach. The City and its partners will continue to conduct outreach in 2015. Efforts will include deeper outreach along the route, exploration of connections at the southern end of the greenway route, addressing gaps in engagement, exploring the possibility of a temporary pilot on one or more blocks, and conducting additional technical analysis. For more information about the greenway project, please visit the project website at www.minneapolismn.gov/health/living/northminneapolisgreenway.

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